1:Haskins K-4,5 (1952-1954)1956 SO11 Bahia Brazilians SO11

633 tributary area does not extend beyond the state, it does include the coffee and cacao areas, parts of the São Francisco basin, and the sertão of Bahia. It is the focus of transportation and communication, of finance and administration, and of foreign trade for the entire state. Despite the economic, political, and social pre-eminence of Salvador, a few cities operate quasi-independently in a particular function, notably Ilhéus and Itabuna, in the cacao area.

The next largest cities in the Recôncavo--Feira de Santana and Alagoinhas--are much alike in size, location, and function. Feira de [K2] Santana--often called merely Feira--with 26,559 people in 1950, was the second largest city of the Recôncavo and of the state. It is the [543] cite of one of the most famous cattle fairs in Brazil.[33] Alagoinhas is smaller--21,289 people in 1950--and less notable historically. It is the third largest city of the Recôncavo and the fifth largest of the state. One of the common functions of both these cities is trans- 633 portation. Feira is the railhead of railroads from Salvador and from 494 Cachoeira and is the junction of the Transnordestina trunk highway 496 which crosses the northeast interior of Brazil, with a highway to Salvador and with the only highway from Bahia to Rio de Janeiro. Alagoinhas is the junction where the railraod (Leste) to Senhor do Bonfim and Juàzeiro--on the Rio São Francisco--branches from the main line from Salvador to Maceió, the capital of the state of Alagoas. Just outside Alagoinhas are the main railroad shops of the Leste line 633 (Viação Férrea Federal Leste Brasileiro). The position of these cities, 369 intermediate between the Recôncavo and the sertão, is reflected in 291 the appearance of the people who are met on their streets--dark 142 Recôncavo agriculturalists in straw hats, patched khaki trousers, and wooden clogs and mestiço vaquéiros (cowboys) from the sertão in 633 their leather hats and vests. Each has a number of postos (garages) 495 161

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633 495 161 to service the hundreds of trucks and busses which are transforming the transportation of the interior. Both cities reflected their growing function by a great increase in population between 1940 and 1950.

633 [162] Cachoeira-São Félix, 16,697 people in 1950,[34] and Santo Amaro, 12,258 people in 1950, are respectively the fourth and fifth largest cities in the Recôncavo and the eighth and tenth largest cities in Bahia. Both of these cities are important agricultural and marketing [443] centers within the Recôncavo, and both are notable historical centers. Santo Amaro was the great local social and economic focus of the slave-holding engenho sugar culture of the Central Recôncavo. Cachoeira was the major local center of the Western Recôncavo and of the tobacco economy throughout colonial times. While these cities maintain some of their former importance, they are mainly cities of the past, 633 growing at a much slower rate than most urban centers. Both cities 496 lie at or near the head of navigation,[35] and both are on the rail- 494 road which runs from Salvador to the western interior. The construction of the railroad and the development of automotive transport apparently have been important factors in the declining importance of these cities, for it is no longer necessary to trans-ship goods brought down from the interior into boats at these places. The 633 railroads and trucks move the goods directly to Salvador.[36] At present [565] these cities function as local trade centers, as minor industrial centers--Cachoeira-São Félix in tobacco; Santo Amaro in sugar--and as the residences of decadent upper class families whose fortunes declined with the disappearance of the slave-holding agricultural systems.

The other urban centers of the Recôncavo: